



# KING COUNTY

1200 King County Courthouse  
516 Third Avenue  
Seattle, WA 98104

## Signature Report

October 6, 2004

### Ordinance 15030

**Proposed No.** 2004-0116.3

**Sponsors** Constantine, Edmonds and Phillips

1 AN ORDINANCE relating to transportation concurrency  
2 management; amending Ordinance 14050, Section 8, as  
3 amended, and K.C.C. 14.70.210, Ordinance 14050, Section  
4 9, as amended, and K.C.C. 14.70.220, Ordinance 14050,  
5 Section 10, as amended, and K.C.C. 14.70.230, Ordinance  
6 14050, Section 11, and K.C.C. 14.70.240, Ordinance  
7 14050, Section 13, as amended, and K.C.C. 14.70.260,  
8 Ordinance 14050, Section 14, as amended, and K.C.C.  
9 14.70.270 and Ordinance 14050, Section 16, and K.C.C.  
10 14.70.290, adding a new section to K.C.C. chapter 14.70  
11 and repealing Ordinance 14050, Section 15, as amended,  
12 and K.C.C. 14.70.280, Ordinance 14580, Section 8, and  
13 K.C.C. 14.70.295, Ordinance 14580, Attachment A, and  
14 Ordinance 14580, Attachment B.

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16  
17 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

18           SECTION 1. Ordinance 14050, Section 8, as amended, and K.C.C. 14.70.210 are  
19 each hereby amended to read as follows:

20           **Definitions.** The definitions in this section apply throughout this chapter unless  
21 the context clearly requires otherwise.

22           A. "Applicant" means a person, partnership, corporation or other legal entity who  
23 applies to the department for a certificate of transportation concurrency.

24           B. "Average travel speed" means the average speed in miles per hour of a vehicle  
25 over a certain length of road.

26           C. "Capital improvement program" or "CIP" means the expenditures and  
27 revenues programmed by King County for capital purposes for road improvements over  
28 the next six-year period in the adopted CIP currently in effect.

29           ~~((C.1.))~~ D.1 "Certificate of concurrency" means the document issued by the  
30 department indicating:

- 31           a. the location of the property on which the development is proposed;  
32           b. the number of development units and specific uses that were tested for  
33 concurrency and approved;  
34           c. the type of development approval for which the certificate of concurrency is  
35 issued;  
36           d. an effective date; and  
37           e. an expiration date.

38           2. Certificates may be conditional ~~((or unconditional))~~ only for nonresidential  
39 developments.

40           ~~((D.))~~ E. "Committed network" means the road system for measuring  
41 concurrency, which includes all existing transportation facilities and also includes  
42 proposed transportation facilities that are fully funded for construction in the adopted CIP  
43 or for which voluntary financial commitments have been secured. Fully funded projects  
44 to be provided by the state, cities or other jurisdictions may become part of the committed  
45 network.

46           ~~((E.))~~ F. "Concurrency" means transportation facilities are in place at the time of  
47 development or that a financial commitment is in place to complete within six years the  
48 improvements needed to maintain the county level of service standards, according to  
49 RCW 36.70A.070(6).

50           ~~((F.))~~ G. "Concurrency map" means the map displaying in color the concurrency  
51 status of each concurrency zone for residential land uses~~((;))~~ based upon the traffic  
52 model. The map consists of three colors, which are green, yellow and red, that signify  
53 level of service status as designated under K.C.C. 14.70.230.C.

54           ~~((G.))~~ H. "Concurrency status" means whether or not a concurrency zone meets  
55 the TAM and ~~((critical segment))~~ travel time standards adopted in this chapter.

56           ~~((H.))~~ I. "Concurrency test" means determining if a proposed development  
57 complies with the adopted level of service standard of the concurrency zone in which the  
58 proposed development is located.

59           ~~((I.))~~ J. "Concurrency zone" means one of the zones depicted in the adopted  
60 concurrency map.

61           ~~((J.))~~ K. "Critical segment" means the one-direction lane or lanes of a portion of a  
62 monitored corridor within the committed network with an average ~~((weighted volume to~~

63 ~~capacity ratio of 1.1 or more~~) travel speed of level of service E for the Urban Growth  
64 Area and designated Rural Towns and level of service B for the Rural Area during the  
65 peak period and that carries more than thirty percent of the one-way peak-period vehicle  
66 trips from a proposed development((;)) for nonresidential development((;)) or from a  
67 concurrency zone((;)) for residential development. The portion of a roadway comprising  
68 a critical segment may be several connected roadway links, as used in the traffic model.

69 ((K.)) L. "Department" means the King County department of transportation or  
70 its successor agency.

71 ((L.)) M. "Development" means specified changes in use designed or intended to  
72 permit a use of land that will contain more dwelling units or buildings than the existing  
73 use of the land, or to otherwise change the use of the land or buildings or improvements  
74 on the land in a manner that increases the amount of vehicle traffic generated by the  
75 existing use of the land, and that requires a development permit from King County. This  
76 definition does not pertain to the rezoning of land or a grading permit.

77 ((M.)) N. "Development application" means the request made to the department  
78 of development and environmental services, or its successor agency, for ~~((the department~~  
79 ~~of development and environmental services's))~~ approval of a development.

80 ((N.)) O. "Development approval" means an order, permit or other official action  
81 of the department of development and environmental services or its successor agency  
82 granting, or granting with conditions, an application for development.

83 ((O.)) P. "Development units" means the number of dwelling units for residential  
84 development and square feet for nonresidential development.

85 ((P.)) Q. "Director" means the director of the department.

86            R. "Financial commitment" consists of:

87            1. Revenue designated in the adopted CIP. The adopted CIP identifies all  
88            applicable and available revenue sources and forecasts these revenues through the six-  
89            year period with reasonable assurance that the funds will be timely put to those ends.  
90            Projects to be used in defining the committed network are fully funded for construction in  
91            the six years of the CIP. This commitment is reviewed through the annual budget  
92            process; or

93            2. Revenue that is assured by an applicant in a form approved by the county in a  
94            voluntary agreement.

95            ~~((Q-))~~ S. "HOV" means high occupancy vehicle.

96            ~~((R-))~~ T. "Level of service standard" means the TAM and travel time standards  
97            that are adopted in the Comprehensive Plan and ~~((the critical segment standards in the))~~  
98            in ~~((the))~~ this chapter.

99            ~~((S-))~~ U. "Link" means the one-direction lane or lanes of a roadway between two  
100            adjacent consecutive points along that roadway, as used in the traffic model. The  
101            consecutive points determining the length of a link may be based on ~~((such))~~ roadway  
102            and geographical characteristics such as roadway alignment and intersection location.

103            ~~((T-))~~ V. "Monitored corridor" means a principal or minor arterial considered by  
104            the department to be important to traffic circulation in the county and may consist of two  
105            or more connected segments. The monitored corridors are established and listed in  
106            Attachment C to Ordinance 14580. Monitored corridors in a city shall be based upon  
107            interlocal agreement between the county and that city.

108           ~~((U.))~~ W. "Monitored zones" means those zones that are within ten percent of  
109           exceeding the adopted TAM or ~~((critical segment))~~ travel time level of service standards.

110           ~~((V.))~~ X. "Peak period" means the one-hour weekday afternoon period during  
111           which the greatest volume of traffic uses the road system. For concurrency purposes, this  
112           period shall be in the afternoon of a typical weekday.

113           ~~((W.))~~ Y. "Reservation and reserve" means development units are set aside in the  
114           department's traffic model in a manner that assigns the units to the concurrency zone and  
115           prevents the same units from being assigned to any other development once the traffic  
116           model is updated.

117           ~~((X.))~~ Z. "Road classification" means the classification of roadways as  
118           determined by the county council by ordinance based on the function and design of a  
119           specific road.

120           AA. "Rural Area" means a Rural Area as defined in the King County  
121           Comprehensive Plan.

122           BB. "Rural Town" means a Rural Town as defined in the King County  
123           Comprehensive Plan.

124           CC. "Segment" means a portion of a monitored corridor between major  
125           intersections or roadway configuration changes such as changes in the number of lanes.  
126           A segment may consist of several connected links as used in the traffic model.

127           ~~((Y.))~~ DD. "Traffic model" means the computer program and data that is used to  
128           forecast traffic volumes and that is calibrated to Federal Highway Administration  
129           ~~((FHWA))~~ standards. The model ~~((shall be))~~ is used to prepare the concurrency map  
130           for proposed residential developments and to conduct site specific analysis for proposed

131 nonresidential developments. The model documentation is available from the  
132 department.

133 ~~((Z.))~~ EE. "Transportation adequacy measure" or "TAM" means the average  
134 weighted volume-to-capacity ratio for all traffic in the ~~((p-m.))~~ afternoon peak hour for a  
135 concurrency zone or nonresidential development.

136 ~~((AA.))~~ FF. "Transportation facilities" means principal, minor and collector  
137 arterial roads, state highways and high occupancy vehicle facilities. Transportation  
138 facilities include any such a facility owned, operated or administered by the state of  
139 Washington and its political subdivisions, including the county and cities.

140 ~~((BB. "Transportation service area" means the areas of unincorporated King  
141 County so designated in the Comprehensive Plan.))~~ GG. "Travel time" means the time it  
142 takes a vehicle to travel from one specified point to another.

143 HH. "Travel time standard" means the level of service standard used to judge the  
144 performance of monitored corridors and critical road segments within the corridors. The  
145 level of service standard is identified by ranges of average travel speed by road  
146 classification.

147 II. "Urban Growth Area" means an Urban Growth Area as defined in the King  
148 County Comprehensive Plan.

149 SECTION 2. Ordinance 14050, Section 9, as amended, and K.C.C. 14.70.220 are  
150 each hereby amended to read as follows:

151 **Transportation adequacy measure and ~~((critical segment))~~ travel time**  
152 **standards.**

A. Concurrency shall be determined by the application of TAM and ~~((critical segment))~~ travel time standards to ~~((all))~~ proposed nonresidential developments and concurrency zones for proposed residential developments within unincorporated King County ~~((, except for those developments that are exempt from concurrency under K.C.C. 14.70.280))~~.

B. The TAM calculation for a concurrency zone or nonresidential development shows the adequacy of the committed network relative to the adopted level of service. Projects to be provided by the state, cities or other jurisdictions may become part of the committed network upon decision of the director. A volume-to-capacity ratio is the measure used for TAM evaluation with one standard for the Urban Growth Area and another standard for the Rural Area. The ~~((following are the))~~ TAM ~~((standards))~~ standard for ~~((each transportation service area))~~ the Urban Growth Area and designated Rural Towns is level of service E, or 0.99 volume-to-capacity ratio, as adopted in the King County Comprehensive Plan. The standard for the Rural Area is level of service B, or 0.69 volume to capacity ratio, as adopted in the King County Comprehensive Plan. The standard for the minor developments and public and educational facilities listed in section 8 of this ordinance is level of service F, or greater than 0.99 volume to capacity ratio, as adopted in the King County Comprehensive Plan ((Policy T 209)).

<del>((Transportation Service Area</del>	<del>Maximum Averaged</del>	<del>Average TAM</del>
<del>_____</del>	<del>V/C Zonal Score</del>	<del>Standard</del>
<del>Transportation Service Area 1</del>	<del>0.99</del>	<del>E</del>
<del>Transportation Service Area 2</del>	<del>0.99</del>	<del>E</del>
<del>Transportation Service Area 3</del>	<del>0.89</del>	<del>D</del>

Transportation Service Area 4 0.79 C

Transportation Service Area 5 0.69 B

~~The TAM standard for Transportation Service Area 3 shall be applied to development requests in Transportation Service Area 4 if public sewer and water services are available at the time of concurrency application, as evidenced by water and sewer availability certificates satisfactory to the department. If an applicant presents water and sewer certificates satisfactory to the department, the applicant's proposed development shall be reevaluated based on a TSA 3 threshold.))~~

C.1. ~~The ((critical segment)) travel time~~ standard shall apply to the monitored corridors listed in Attachment C to Ordinance 14580. ~~((A critical segment is the one-direction lane or lanes of a portion of a monitored corridor within the committed network with an average weighted volume to capacity ratio of 1.1 or more during the peak period that carries more than thirty percent of the one-way peak period vehicle trips from a proposed development, for nonresidential development, [or from a concurrency zone, for residential development. The portion of a roadway comprising a segment may be several connected roadway links, as used in the traffic model]. Critical segments))~~ The travel time standards are levels of service based on average travel speed in miles per hour, and the standards vary by road classification. The travel speed calculations measure the adequacy of critical segments within monitored corridors. The travel time standard for the Urban Growth Area and designated Rural Towns is level of service E. The travel time standard for the Rural Area is level of service B. The travel time standard for the minor developments and public and educational facilities listed in section 8 of this ordinance is level of service F. Travel time standards shall not apply to monitored

199 corridors in (~~(Transportation Service Areas 1 and 2))~~ the Urban Growth Area if HOV  
200 lanes and transit service are available at the time of concurrency application or are  
201 expected to be available within six years.

202 ~~((D. For monitored zones, the concurrency map includes a table, Attachment B to~~  
203 ~~Ordinance 14580, that shows the estimated number of vehicle trips that can be~~  
204 ~~accommodated in a monitored zone. The department shall monitor the certificates of~~  
205 ~~concurrency issued in each monitored zone. The department may approve applications~~  
206 ~~for concurrency certificates, in whole or in part, up to the number of vehicle trips~~  
207 ~~estimated for a zone as indicated in the table. The number of remaining trips in the table~~  
208 ~~shall be reduced by the number of peak hour trips represented in each residential and~~  
209 ~~nonresidential concurrency certificate issued in a monitored zone. When a monitored~~  
210 ~~zone reaches its estimated capacity for vehicle trips, the department shall hold all~~  
211 ~~applications in that zone until the council adopts a new concurrency map. If a new~~  
212 ~~adopted concurrency map indicates that more trips can be accommodated in the zone, the~~  
213 ~~department shall process those applications that were put on hold, in the order received~~  
214 ~~until the estimated vehicle trip capacity is once again reached, at which point the~~  
215 ~~department shall hold all applications in that zone as provided in this subsection. If the~~  
216 ~~new concurrency map indicates that the monitored zone is out of compliance for adopted~~  
217 ~~TAM or critical segment level of service standards then applications that were put on~~  
218 ~~hold shall be denied.))~~

219 2. The following table identifies the range of travel speeds for the travel time  
220 levels of service on monitored corridors and critical segments including the average  
221 travel speeds used for the standards level of service E and level of service B:

<b><u>ROAD LEVELS OF SERVICE</u></b>				
<b><u>Road Classification:</u></b>	<b><u>I</u></b> ( <u>State</u> <u>Routes</u> )	<b><u>II</u></b> ( <u>Principal</u> <u>Arterials</u> )	<b><u>III</u></b> ( <u>Minor</u> <u>Arterials</u> )	<b><u>IV</u></b> ( <u>Collector</u> <u>Arterials</u> )
<b><u>LEVEL OF SERVICE</u></b>	<b><u>AVERAGE TRAVEL SPEED (MILES PER HOUR)</u></b>			
<b><u>A</u></b>	<u>&gt;42</u>	<u>&gt;35</u>	<u>&gt;30</u>	<u>&gt;25</u>
<b><u>B</u></b>	<u>&gt;34 – 42</u>	<u>&gt;28 – 35</u>	<u>&gt;24 – 30</u>	<u>&gt;19 – 25</u>
<b><u>C</u></b>	<u>&gt;27 – 34</u>	<u>&gt;22 – 28</u>	<u>&gt;18 – 24</u>	<u>&gt;13 – 19</u>
<b><u>D</u></b>	<u>&gt;21 – 27</u>	<u>&gt;17 – 22</u>	<u>&gt;14 – 18</u>	<u>&gt;9 – 13</u>
<b><u>E</u></b>	<u>&gt;16 – 21</u>	<u>&gt;13 – 17</u>	<u>&gt;10 – 14</u>	<u>&gt;7 – 9</u>
<b><u>F</u></b>	<u>&lt;=16</u>	<u>&lt;=13</u>	<u>&lt;=10</u>	<u>&lt;=7</u>

SECTION 3. Ordinance 14050, Section 10, as amended, and K.C.C. 14.70.230

are each hereby amended to read as follows:

**Concurrency test.**

A. The department shall perform a concurrency test for each application for a certificate of concurrency to determine whether the proposed development satisfies the TAM and ((critical segment)) travel time standards.

B. The concurrency test shall be performed only for the proposed development identified by the applicant on a completed concurrency application. Changes to the proposed development that would create additional vehicle trips shall be subject to an additional concurrency test.

C. 1. When making a concurrency determination for a proposed residential development, the department shall consult the concurrency map currently in effect. The

234 concurrency map displayed in Attachment A to this ordinance is adopted as the official  
235 concurrency map for King County. The department shall make a determination of  
236 concurrency according to the status indicated on the adopted map for the concurrency  
237 zone in which the proposed residential development is located ~~((in. For a proposed~~  
238 ~~residential development in TSA 4 where public sewer and water services are available, a~~  
239 ~~concurrency certificate shall be issued if the zone complies with a TSA 3 standard. The~~  
240 ~~concurrency map displayed in Attachment A to Ordinance 14580 is adopted as the~~  
241 ~~official concurrency map for King County))).~~

242 2. On the concurrency map, if the zone color is green it means the proposed residential  
243 development shall be given a certificate because the concurrency zone is functioning  
244 within level of service standards. The color yellow means the concurrency zone is close  
245 to exceeding the level of service standards and there is a designated number of residential  
246 units that may be given a certificate. The color red means the concurrency zone is at or  
247 exceeding level of service standards and the proposed residential development shall not  
248 be given a certificate, unless it is a minor development listed in section 8 of this  
249 ordinance.

250 ~~((D. When making the concurrency determination for a proposed residential~~  
251 ~~development in a monitored zone, the department may approve applications for~~  
252 ~~concurrency certificates in whole or in part up to the number of vehicle trips estimated to~~  
253 ~~be remaining in the zone.))~~

254 3. Monitored zones are yellow on the concurrency map. Attachment B to this  
255 ordinance shows the estimated number of residential vehicle trips that can be  
256 accommodated in each monitored zone. The department shall monitor the residential

certificates of concurrency issued in each monitored zone. The department may approve applications for residential concurrency certificates up to the number of vehicle trips estimated for a zone as indicated in the table. The number of remaining trips in the table shall be reduced by the number of peak-hour trips represented in each residential concurrency certificate issued in a monitored zone. When a monitored zone reaches its estimated capacity for vehicle trips, the department shall hold all residential applications in that zone until the council adopts a new concurrency map, except for minor developments listed in section 8 of this ordinance. If the new concurrency map indicates that more trips can be accommodated in the zone, the department shall process those residential applications that were put on hold, in the order received, until the estimated vehicle trip capacity is once again reached, at which point the department shall hold all residential applications in that zone as provided in this subsection. If the new concurrency map indicates that the monitored zone is out of compliance for adopted TAM or travel time level of service standards then residential applications that were put on hold shall be denied.

((E.)) D. When conducting the concurrency test for a proposed nonresidential development, the department shall conduct a site specific analysis using the department's traffic model. The department shall use standard trip generation rates published by the Institute of Transportation Engineers or other documented information and surveys approved by the department. The department may approve a reduction in generated vehicle trips based on additional information supplied by the applicant. The calculation of vehicle trip reductions shall be based upon recognized technical information and analytical processes that represent current engineering practice. The department shall

280 have final approval of such data, information and technical procedures as are used to  
281 calculate vehicle trip reductions.

282 ~~((F.))~~ E. If the concurrency test is passed under subsection D of this section, the  
283 applicant shall receive a certificate of concurrency. If the concurrency test for a  
284 nonresidential project is passed only under certain conditions of road improvements or  
285 project size, then the applicant shall receive a conditional certificate of concurrency on  
286 which the specific conditions are stated.

287 ~~((G.))~~ F. If the concurrency test for nonresidential development is not passed, the  
288 applicant shall select one of the following options:

289 1. Request in writing a ninety-day period in which the applicant can meet with  
290 the department to review the concurrency analysis and possible mitigation measures. The  
291 applicant may also provide additional information to the department in support of the  
292 application. The ninety-day period must be requested no later than ten days after the  
293 applicant's receipt of the notification of denial;

294 2. Appeal the denial of the application for a certificate of concurrency~~((;))~~ in  
295 accordance with K.C.C. 14.70.260. Acceptance of the ninety-day period shall not impair  
296 the applicant's future right to a formal appeal at a later time. An appeal must be filed  
297 with the department no later than ten days after the expiration of the ninety-day period; or

298 3. Accept the denial of an application for a certificate of concurrency.

299 SECTION 4. Ordinance 14050, Section11 and K.C.C. 14.70.240 are each hereby  
300 amended to read as follows:

301 **Requirement for certificate of concurrency.**

302 A. Each applicant for a development approval shall present a valid certificate of  
303 concurrency(~~(; except as provided in K.C.C. 14.70.280)~~).

304 B. A certificate of concurrency must be valid at the time of development  
305 application. A certificate of concurrency is valid if it has not expired according to its  
306 expiration date.

307 C. Applications for certificates of concurrency shall be submitted to the  
308 department of transportation on forms provided by the department.

309 SECTION 5. Ordinance 14050, Section 13, as amended, and K.C.C. 14.70.260  
310 are each hereby amended to read as follows:

311 **Appeals.**

312 A. Any issues relating to the adequacy of the traffic model or to the accuracy of  
313 the concurrency map shall be raised to the county council during the annual council  
314 consideration of the concurrency map as provided in K.C.C. 14.70.270.

315 B. There is no administrative appeal of the department's final decision of  
316 residential concurrency denial or approval.

317 ~~((B-))~~ C. An ((A))appeal((s)) of the department's final decision((s)) relative to  
318 nonresidential concurrency denial shall be filed by the applicant with the director or the  
319 director's designee. The appeal((s)) shall be in written form, stating the grounds for the  
320 appeal, and shall be filed within ten ~~((calendar))~~ days after receipt of notification of the  
321 department's final decision in the matter being appealed or if a ninety-day period was  
322 requested under K.C.C. 14.70.230\_G.1 within ten days after the expiration of the ninety-  
323 day period.

324           ~~((C.))~~ D. A ~~((C.))~~ challenge ~~((s))~~ to a nonresidential concurrency approval ~~((s))~~ may  
325 be raised as part of the review process for the development application for which the  
326 certificate of concurrency was issued.

327           ~~((D. For))~~ E. In an ~~((For))~~ appeal ~~((s))~~ of nonresidential concurrency denial or  
328 approval, the appellant must show that:

- 329           1. The department committed a technical error, which means an error in  
330 arithmetic, table and map lookup ~~((and))~~ or a similar clerical function;
- 331           2. Alternative data or a traffic mitigation plan submitted to the department was  
332 inadequately considered;
- 333           3. Conditions required by the department for concurrency are not related to the  
334 concurrency requirement; or
- 335           4. The action of the department was arbitrary and capricious as defined in  
336 Washington law.

337           ~~((E.))~~ F. The standard of review for nonresidential appeals when considering  
338 whether a technical error was committed shall be compelling evidence that the  
339 department made an error in arithmetic, table references or other such mechanical or  
340 clerical error. Appeals based upon technical error shall not call into question the  
341 underlying traffic model or its inputs.

342           ~~((F.))~~ G. For nonresidential appeals on grounds other than technical error, the  
343 department's dependence on its professional judgment and experience shall be given due  
344 deference by the hearing examiner.

345           ~~((G. Any issues relating to the adequacy of the traffic model shall be raised to the  
346 county council during the annual council adoption of the concurrency map.))~~

347           SECTION 6. Ordinance 14050, Section 14, as amended, and K.C.C. 14.70.270  
348 are each hereby amended to read as follows:

349           **Update and use of the traffic model.**

350           A. The traffic model for concurrency shall be updated annually as part of the  
351 budget process or when authorized by the county council by ordinance. The update  
352 process shall include the most recently adopted roads CIP, updated traffic volumes((;))  
353 and updated information regarding issuance of concurrency certificates, development  
354 approvals and development activity. The traffic model shall conform to the guidelines  
355 and procedures described by the Federal Highway Administration in its publication  
356 entitled Calibration and Adjustment of System Planning Models dated December 1990 or  
357 its successor. Each update of the traffic model shall be used to produce a new  
358 concurrency map and table of estimated vehicle trips for monitored zones. The  
359 concurrency map and table of estimated vehicle trips for monitored zones shall be  
360 submitted to council for its approval by ordinance. The updates of the traffic model shall  
361 be deemed adequate for the purposes of concurrency analysis and the concurrency map  
362 shall be used to determine the concurrency of proposed residential development projects.  
363 The traffic model shall be used to prepare the concurrency map and to perform site  
364 specific analysis for nonresidential projects.

365           B. The concurrency map is a result of the values inputted in((-))to the traffic  
366 model, as described in subsection A<sub>2</sub> of this section. The concurrency map indicates if a  
367 concurrency zone does or does not comply with adopted TAM and ((critical segment))  
368 travel time level of service standards. Any changes to the concurrency status of a zone or  
369 zones on the concurrency map other than those resulting from the model update process

may only be accomplished by the council,~~((by))~~ through an ordinance, by changing any combination of the adopted TAM or ~~((critical segment))~~ travel time standards, or the list of funded projects in the most recently adopted CIP.

SECTION 7. Ordinance 14050, Section 15, as amended, and K.C.C. 14.70.280 are each hereby repealed.

NEW SECTION. SECTION 8. There is hereby added to K.C.C. 14.70 a new section to read as follows:

**Minor developments and certain public and educational facilities.** The following minor developments and public and educational facilities are subject to the concurrency test using level of service standard F:

- A. Short subdivisions within the Urban Growth Area:
- B. Any multifamily residential structure or structures totaling eight dwelling units or less within the Urban Growth Area;
- C. Any new public senior high school within the Urban Growth Area and any modification to an existing public senior high school regardless of location, including any renovation, expansion, modernization or reconstruction of existing facilities and the addition of relocatable facilities, only if the school prepares and implements a transportation demand management plan. New public high schools outside the Urban Growth Area must meet the ~~((r))~~Rural ~~((a))~~Area standard level of service B in the provisions of this chapter. This high school transportation demand management plan shall be submitted to and approved by the director of the department or the director's designee before the issuance of the building permit. The high school demand management plan shall pertain to the entire school and shall specify measures to be

implemented to reduce single occupant vehicle travel by students, faculty and staff. The plan shall further specify how the school district and department of transportation will cooperate in monitoring the implementation of such measures and make adjustments as needed to achieve reduction goals. A high school may voluntarily choose to prepare and implement a transportation demand management plan for any expansion of an existing public high school facility that would not generate new trips during the peak period;

D. Parks, as defined in K.C.C. 21A.06.835;

E. Public agency or utility office, as defined in K.C.C. 21A.06.930, in the Urban Growth Area;

F. Public agency or utility yard, as defined in K.C.C. 21A.06.935, in the Urban Growth Area;

G. Building permits for single-family structures;

H. The construction of a structure for a nonresidential use generating no more than twelve peak-period trips;

I. Any development that will not increase the traffic volumes in the peak period;

J. Any public elementary, middle or junior high school facilities, including new facilities and any renovation, expansion, modernization or reconstruction of existing facilities and the addition of relocatable facilities; and

K. Private elementary, middle or junior high schools for only the travel time portion of the concurrency test. The travel time level of service F standard shall only apply to the redevelopment of a site with an existing nonresidential use, and the TAM analysis shall include credit for the trips associated with the existing nonresidential use. To qualify for the travel time level of service F standard, a school must prepare and

416 implement a transportation demand management plan submitted to and approved by the  
417 director of the department or the director's designee before the issuance of the building  
418 permit. The school demand management plan shall pertain to the entire school and shall  
419 specify measures to be implemented to reduce single occupant vehicle travel by students,  
420 faculty and staff. The plan shall further specify how the school and department of  
421 transportation will cooperate in monitoring the implementation of such measures and  
422 make adjustments as needed to achieve reduction goals. For the TAM portion of the  
423 concurrency test, private elementary, middle and junior high schools are subject to level  
424 of service standard B if located in the Rural Area and level of service standard E if  
425 located in the Urban Growth Area or in designated Rural Towns.

426 SECTION 9. Ordinance 14050, Section 16, and K.C.C. 14.70.290 are each  
427 hereby amended to read as follows:

428 **Intergovernmental coordination.**

429 A. The county may enter into agreements and continue existing agreements with  
430 other local governments and the state of Washington to coordinate concurrency  
431 standards, impact fees and other mitigation.

432 B. The county may apply concurrency standards, fees and mitigation to  
433 development in the county that impacts transportation facilities in other local  
434 governments and the state of Washington. Development approvals by the county may  
435 include conditions and mitigation that will be imposed on behalf of, and implemented by,  
436 other local governments and the state of Washington.

437 C. The county may receive impact fees or other mitigation based on or as a result  
438 of development proposed in other jurisdictions that impacts the county. The county may

439 agree to accept and implement conditions and mitigation that are imposed by other  
440 jurisdictions on development in ~~((their))~~ those jurisdictions.

441 D. The county shall not require fees or mitigation for transportation facilities of  
442 other agencies unless an agreement has been executed between the county and the  
443 affected agency. ~~((The agreement shall specify the fee schedule and level of service  
444 standards to be used by the county and the affected agency, which standards shall be  
445 consistent with the county's Comprehensive Plan and, if different than the standards  
446 adopted under this title, shall be adopted by ordinance.))~~

447 SECTION 10. Ordinance 14580, Section 8, and K.C.C. 14.70.295, Ordinance  
448 14580, Attachment A, Transportation Concurrency Level of Service Standards Status

**Ordinance 15030**

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449 map, dated January 10, 2003, and Ordinance 14580, Attachment B, Estimated Vehicle  
450 Trips for Monitored Zones table, are each hereby repealed.  
451

Ordinance 15030 was introduced on 3/8/2004 and passed as amended by the  
Metropolitan King County Council on 9/27/2004, by the following vote:

Yes: 9 - Mr. Phillips, Ms. Edmonds, Mr. Pelz, Mr. McKenna, Mr. Ferguson,  
Mr. Gossett, Mr. Irons, Ms. Patterson and Mr. Constantine  
No: 2 - Ms. Lambert and Mr. Hammond  
Excused: 2 - Mr. von Reichbauer and Ms. Hague

KING COUNTY COUNCIL  
KING COUNTY, WASHINGTON

ATTEST:

APPROVED this 29th day of September, 2004.

**Attachments**

A. Residential Transportation Concurrency Attachment A-Revised Comp Plan Map,  
B. Estimated Residential Vehicle Trips for Monitored Zones, C. Monitored Corridors  
for Transportation Concurrency